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Natalia Alward <alwardn@graffton-ma.gov>

41 Church & 14 West Streets - Brigati Village, LLC - Multi-Family Dwellings in RMF Zone

2 messages

monique.d.rinner@verizon.net via Town of Grafton MA

<cmsmailer@civicplus.com>

Tue, Mar 26, 2019 at 5:37

PM

Reply-To: "monique.d.rinner@verizon.net" <cmsmailer@civicplus.com>

To: planningdept@graffton-ma.gov

Planning Board Public Comment Form

Submitted from the Town of Grafton website on Tuesday, March 26, 2019 -

5:37pm

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Submitted on Tuesday, March 26, 2019 - 5:37pm

Submitted by user: Anonymous

Submitted values are:

MAR 27 2019

**PLANNING BOARD
GRAFTON, MA**

Select a Project: 41 Church & 14 West Streets - Brigati Village, LLC -

Multi-Family Dwellings in RMF Zone

First Name: Monique

Last Name: Rinner

Email Address: monique.d.rinner@verizon.net

Street Address: 32 South Street

City: Grafton

State: Massachusetts

Public Comment Disclaimer: I have read and understand the Public Comment Disclaimer.

Comments:

Since comments on traffic as a result of this project was deferred at last night's meeting, I am submitting my comments on line. I find the estimate of entering and exiting cars submitted by the developer to be woefully understated and difficult to understand based on common sense. Each of the 57 planned apartments will have at least one car, many will have 2. If only 20 exit the development during peak hours, representing about one third of the units where are the rest? Do those residents all stay home? The same comment for the reverse commute - the math simply does not add up. In addition, the intersection at the top of Church Street can get very busy currently, with commuters trying to reach 3 potential destinations via a small space. I have to pass through every morning and often see a traffic jam with 15+ cars lined up on South Street and more waiting on Church Street.

I can't imagine what it will be like with many more cars attempting to maneuver through.

Finally, many cars proceed up Church Street at too high a rate of speed and are difficult to see from South Street because of the hill. I estimate that approximately 50% run the stop sign leading onto South Street. I request that the Board consider both the traffic jam and safety implications of such a large development on a neighborhood that is already over run by vehicles of all sizes. The Installation of speed mitigating devices such as speed bumps, mileage alert signage and a flashing stop light should also be considered by the Board.

Respectfully submitted,

Monique Rinner

EXHIBIT 17